

REMARKS/ARGUMENTS

Favorable reconsideration of this application in light of the following discussion and in view of the present amendment is respectfully requested.

Claims 1 and 7 have been amended, at the suggestion of the examiners during the interview noted below, to clarify the meaning of the floor writing start position. Claims 1 and 7 have also been amended to further recite that the speed of the car is caused to be a low speed lower than a permissible collision speed of a buffer that receives the car in a lower portion within a hoistway during movement of the car from the floor writing start position during operation in the initial operation mode. Basis for this is found in the paragraph bridging pp. 10-11.

Claims 1-4, 6-10 and 12-14 were again rejected under 35 U.S.C. § 103(a) as unpatentable over Keneko et al in view of Angst and Vialonga.

Applicants had previously argued that Keneko et al does not disclose the claimed feature of operating a car at a low speed during movement of the car from the floor writing start position during an initial setting mode of operation, there being no dispute that Angst and Vialonga do not teach this feature. The Office Action disagreed with this argument because the claimed “low speed” is supposedly not defined in the claims and is considered to be lower than *or equal to* the rated motor speed.

Applicants wish to thank Examiners Chan and Benson for the courtesy of an interview on May 20, 2010 at which time this issue was discussed. Applicants there argued that Claim 1 in fact recites that “when the supervising portion performs a normal supervision in a normal operation mode, the operation control portion causes the actual speed of the car to be a high speed *greater than the low speed*.” Claim 7 similarly recites a step of causing the car to travel at a high actual speed *greater than the low actual speed* while in a normal operation mode. That is, the claims require that the low speed of the car when travelling *from*

the floor writing start position during operation in the initial operation mode, i.e., *after* reaching the floor writing start position, to be less than the speed in a normal operation mode. Since the speed in a normal operation mode would not be greater than the motor rated speed, the “low speed” must be *less than* the rated motor speed, i.e., it cannot be “equal to” the rated motor speed.

Applicants also argued in the interview that the description of a low speed in paragraph [0046] of Keneko et al only refers to the initial travel to the end of the travelling range in order to obtain the initial absolute position in the initial operation mode, i.e., the floor writing start position. It does not describe a low speed for the car when subsequently travelling *from* the floor writing start position during operation in the initial operation mode.

In reply, the examiners took the position that the claimed subsequent low speed from the floor writing start position is taught by the description in paragraph [0046] of Keneko et al that the car is subsequently driven at a speed that does not race the drive means. Alternatively, they took “Official Notice” that it was well known in the art to drive the car more slowly in an initial operation mode. Both of these points are respectfully traversed.

As to the first of these points, the description that the car is subsequently driven at a speed that does not race the drive means is not a description that it is driven at a low speed lower than that during normal operation, for the reasons noted above. Additionally, it would not have been obvious since this would delay the timing of the normal operation of the car.

As to the second of these points, the record only provides evidence that it was known in the art to drive the car more slowly **to** the floor writing start position in the initial operation mode, not from the floor writing start position.

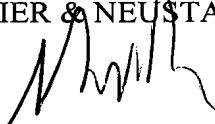
In any case, the claims now recite that the low car speed is lower than a permissible collision speed of a buffer that receives the car in a lower portion within a hoistway. Mueller had been cited, in the separate rejection of Claims 5, 11, 15 and 16, to teach an elevator

system having a shortened buffer. However, while paragraph [0011] of Mueller describes a reduced speed related to the buffer length, this only refers to the car speed at the end of car travel during normal operation. Mueller would not teach that the speed of the car is caused to be a low speed lower than a permissible collision speed of the buffer during movement of the car from the floor writing start position during operation in the initial operation mode, and so the claims are believed to define over any of the cited prior art.

Applicant therefore believes that the present application is in a condition for allowance and respectfully solicits an early notice of allowability.

Respectfully submitted,

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